

An illustration of a yellow and grey Metro Rail train with 'Go Metro' and 'M Metro' logos. The train is on a track next to a city street. On the street, there are people walking, a person on a bicycle, and a dog. In the background, there are buildings, trees, and a blue sky. A large yellow tree trunk is on the left side of the image. A black banner with white text is at the top center.

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Planning and Programming

November 16, 2022



Metro

Recommendation

CONSIDER:

- A. APPROVING the Lambert Station in the City of Whittier the terminus for the 9 miles Eastside Transit Corridor Phase 2 project and authorizing the preparation of the final Environmental Impact Report (EIR) for the full project through California Environmental Quality Act (CEQA)
- B. APPROVING the Locally Preferred Alternative (LPA) as Alternative 3: Initial Operating Segment (IOS) Greenwood, between the existing terminus of Metro L (Gold) Line to Greenwood Station; including Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) options, and a Maintenance and Storage Facility (at-grade) located in the city of Montebello; and
- C. APPROVING the results of the Title VI Equity Analysis: Siting and Location of Maintenance and Storage Facility Sites for the Eastside Transit Corridor Phase 2 project, and
- D. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical and Outreach Services to reinitiate the National Environmental Policy Act (NEPA) environmental clearance process in the amount of \$4,748,305, increasing the total current contract value from \$27,585,479 to \$32,333,784 and extend the period of performance from December 30, 2022, to December 31, 2024.

Measure M Project Timeline



Measure M expenditure plan allocates \$3 billion (2015\$) starting 2029 with opening 2035-2037. The Board recommendations are consistent with Measure M for the full alignment.

Project Build Alternatives

Alternative 1 Washington

- Approx. 9 miles
- Atlantic Boulevard – Lambert Station
- Commerce or Montebello MSF site option

Alternative 2 IOS Commerce

- Approx. 3.2 miles
- Atlantic Boulevard - Commerce/Citadel station
- Commerce MSF site option



Alternative 3 IOS Greenwood

- Approx. 4.6 miles
- Atlantic Boulevard - Greenwood station
- Commerce or Montebello MSF site option

Design options

- Underground open-air station at Atlantic/Pomona (ex. Memorial Park Metro L)
- At-grade segment in the City of Montebello with an at-grade Greenwood station

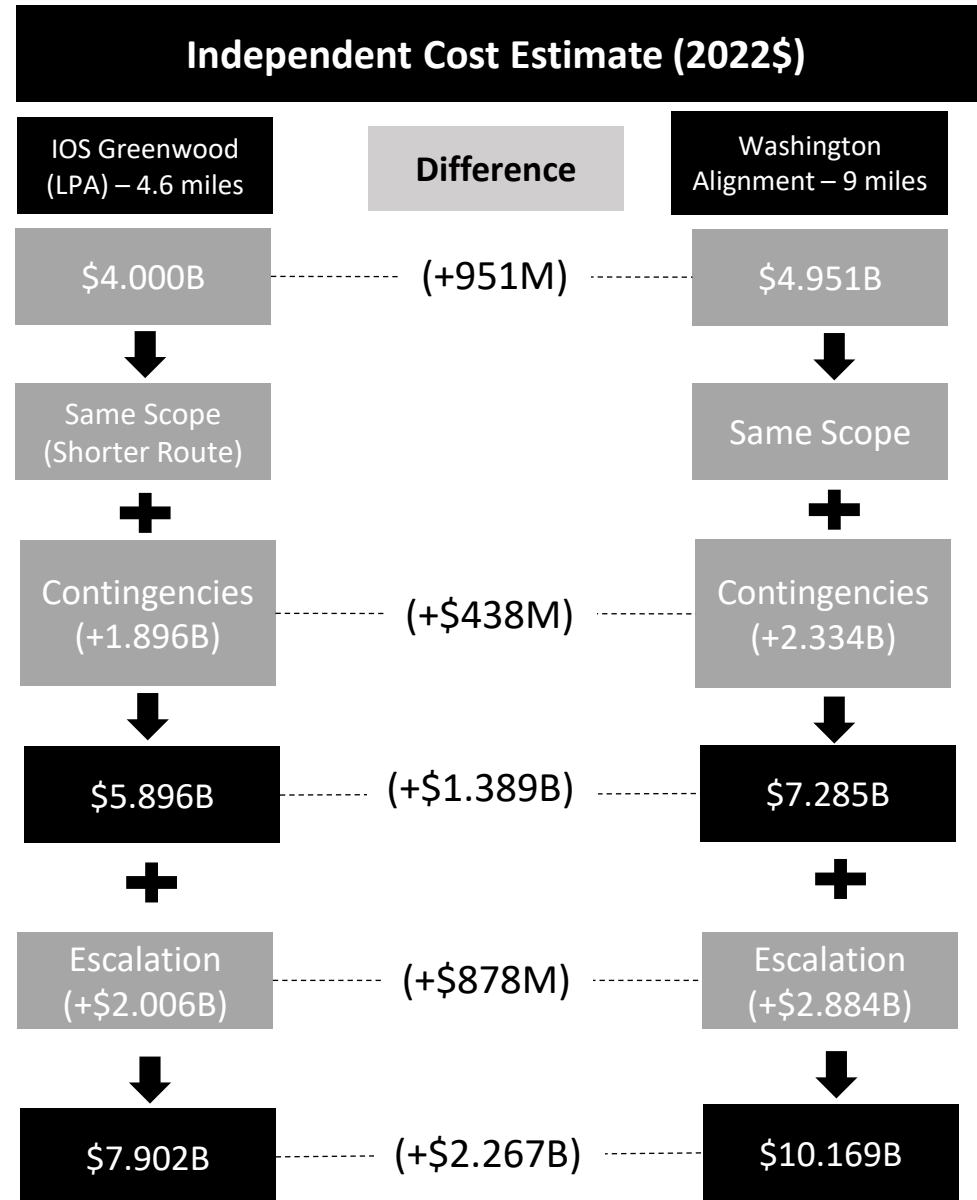
Maintenance Storage Facility Options

Commerce MSF: Capacity 100 LRV

Montebello MSF: Capacity 120 LRV

Project Cost Estimate Update

- Project scope based upon board approved design change to underground Atlantic alignment.
- Escalation and contingency included in accordance with lessons learned and recent projects with FTA oversight.
- Recognizing industry best practices for estimating projects with this level of design and remaining uncertainty, applying an upper bound of 30% to cost estimates. This results in YOE costs between \$7.9B and \$10.2B.
- Updating the estimate based on the above factors is an element of our Early Intervention strategies to ensure transparency to the Board and improve project delivery with a focus on cost control and containment.



Proposed Funding Plan

Uses	IOS Greenwood
Total, Uses	\$7.9

Sources - Secured	
Other Local (Sales Tax, 3% Contribution)	\$0.5
Measure R	\$1.3
Measure M	\$1.6

Sources - Yet-To-Be-Secured	
Local (Sales Tax, 3% Contribution)	0.4
State (Cap/Trade, SB-1 Surplus)	1.8
Federal (IIJA/BIL)	2.4
Total, Sources	\$7.9

Costs in year of expenditure dollars, in billions.

- The proposed LPA funding plan is comprised of local funding from the sales tax measures and yet-to-be-secured state and federal sources.
- Local tradeoffs from other projects and programs are also considered.
- Metro will seek federal funding related to the Infrastructure Investment and Jobs Act and state funding from the state budget surplus and SB-1 grant programs.
- Completion to Whittier assumes existing federal Capital Investment Grants and state SB-1 grant programs will be functioning and future funding sources available yet to be secured.

Recommended Locally Preferred Alternative (LPA)

Recommended LPA: Alternative 3 IOS Greenwood with design options

- Underground open-air station at Atlantic/Pomona Station
- At-grade Greenwood station
- Montebello Maintenance Storage Facility



Findings from Draft EIR

- Environmentally Superior Alternative (CEQA) possesses an overall environmental advantage
- Higher environmental benefits
- Supports regional connectivity
- New transit access to communities who otherwise not served by the Metro rail network
- Includes the Montebello MSF that reduces significant and unavoidable impacts and meets the regional operational needs

Next Steps

- Proceed with the selected LPA and full project alignment into the Final EIR
- Approve contract modification for environmental services to proceed with NEPA to seek federal funding for the project
- Engineering professional services contract anticipated at the January meeting.
- Execute Master Cooperative Agreements with local jurisdictions to begin early next year
- Freezing the project definition once the project has reached 30% design.